The Vice Chairman, Miss Saroj Khaparde, in the Chair.

THE VICE-CHAIRMAN (MISS SAROJ KHAPARDE): Now, we will take up the Airports Authority of India Bill, 1994.

THE AIRPORTS AUTHORITY OF INDIA BILL, 1994 — (CONTD.)

SHRI VAYALAR RAVI (Kerala): Madam Vice-Chairperson,

I support this Bill because this is an enactment to bring not one or two but all the airports under one umbrella. The dual authority is to be abolished. This Bill will enable the Government to constitute of Airports Authority of India which will construct airports and look after the administration of management of these airports.

Madam, while supporting this Bill, I think, it would be better if I make some observations on the functioning of these airports in the country and also on the necessity of modernising them, not from the point of view of building but from the point of view of air-safety. Madam, today, both the National Airports Authority of India and the International Airports Authority of India are interested— if you go to the airport, you can see it— more in demolition and construction of buildings. You go to any airport, you will find that some kind of demolition or construction is going on. Once you make a plan, once you decide to construct a new terminal building or an airport, it should be done with foresight, with vision. You cannot alter the design of the airport or of the building or make this change or that change in the building very often. If you have to do it, do it for ten years. Unfortunately, certain people working in the Authority are interested more in asking for tenders and contracting work. So, Madam, it must be their endeavour to continue this kind of activity which is going on. Instead of making additions or alterations in the building, they should go in for airsafety equipment, they should instal ILS. ILS, Instrumental Landing System, is another safe system which you can introduce in all the major airports for safe landing. In a Press-report it appeared that in Bombay this instrument was not working for some time during the monsoon season. Madam, on the West Coast monsoon is a turbulent season and the people sometimes get panicky. Of course, the pilots, the people who fly, the crew, are very good people, competent people, of course, they deserve compliments many times, but, at the same time, at the airport a complete vigilance, a 24-hour vigilance is needed. In this regard, I want to make one or two important suggestions. Whenever you find any technical snag or problem on the ground, there should no delay in correcting those mistakes. You cannot keep an airport, especially an international airport like Bombay, for a long time, without correcting the Instrumental Landing System, particularly during the monsoon season.

Another important factor is the manpower. I do not know whether the Airports Authority has got a craze for reducing manpower. I do not have the exact figure with me, but, at the same time, I must impress upon the Minister about the pressure of work on the technicians working in the terminal, giving commands for landing and take-off. There, he should not think in terms of reducing the manpower. Highly qualified and technical people must be there for handling this type of work. The pressure of work on them should be reduced because it needs concentration, it needs taking a decision on the spur of the moment.

It needs a vigilant mind. It needs a concentrated mind. So, in that area the workload factor should not guide you. You should rather be guided by the important factor of availability of manpower. I hope the Minister will take this point also into account.

Another interesting thing is that the hon. Minister himself visited the Calicut airport and he himself made a comment looking at the airport runway. Madam, you may be surprised to know that the runway of the Calicut airport is limited. There was a demand from the people of Malabar area of Kerala for an airport at Calicut because half of the people from Kerala, who work in the Gulf, are from the Malabar area. Naturally, there was a genuine demand for an airport. It was not for the development of the area. It was for the convenience of the people to come home and to go back during the limited holidays. In those days the Government was under severe pressure from the public and it agreed to an airport. I don't know upon whom the wisdom dawned. I don't know whether the State Government is responsible or the Civil Aviation Ministry is responsible. On course, Mr. Azad is not responsible because he was not a Minister at that time. I am not blaming him. But you look at the runway. The runway is close to a hill. You cannot extend it at all. Today the public is collecting money--there is an amount of Rs. 65 crores--for extending the runway razing the whole hill. I don't know exactly the technical side of the whole thing. Looking at the airport, I think, the people, who are managing the whole system in Delhi, should be punished. They should have retired and gone away. Here I would suggest that scrutiny of every project report by the Minister is inevitable. The Press, the media may accuse that there is political interference. It is not political interference. There should be a scrutiny by the Minister. I don't say political scrutiny. A scrutiny by the Minister of every project report presented to him is the most important factor. Don't think that wisdom lies only with the officials. We are also equally competent people. We can also look into them. We can also point out the mistakes and we can correct them. You look at the Calicut airport. It was not done by the State Government. It was selected and the project was implemented by your Ministry. Today we have spent about Rs. 65 crores to extent the runway by 3,000 feet or so. So, incidents of this kind should not be repeated. If it is not to be repeated, it is necessary that a project, whether it is a new project or whether it is a runway extension, has to be looked into with care. There is a definite need for an elaborate discussion on the technical aspects. An important feature of Kerala is that the people are coming forward to imporve the facilities at the airports. In Calicut the people are collecting money and assisting the Government. Similar is the situation in Cochin. In Cochin, unfortunately, the present runway can accommodate only boeings. No airbus can land there. That is why a public committee has been formed. An officer is in charge of it and the Kerala Government has also taken a very enthusiastic initiative. Land has been acquired. Now a new problem has come up. I want the hon. Minister to use his good offices as regards this factor. Mr. A.K. Antony, the hon. Minister, should also use his influence. He has already talked to the Minister. I want both the Ministers to prevail upon the Defence Minister or the Defence Ministry and to see to it that they do not stand in the way of a new airport at Cochin. I don't want to get into a technical argument with anybody, nor do I want to stand on prestige. I don't want others also to stand on prestige. The ego problem should not influence an important decision. I hope the Ministers will be able to persuade the Naval officers at Cochin to agree to the new airport. The formulation of the proposal for the airport and collection of money, the whole project, were not done on a fine morning. It was done a year ago. It was discussed a year ago. It was discussed at every level. Unfortunately, our friends in the Navy did not raise any objection at the inception. They never raised any objection to the airport before the Civil Aviation Ministry.

It has never been raised before them. I never told them that the runway should

be this way and it should not go parallel or perpendicular to the present runway. I never raised it. Anyhow, I don't want to annoy anybody and I don't want to argue with anybody. I am only requesting that the good offices should be used to persuade them to agree to the proposal of new airport because any further delay will cost more. We are trying to construct this airport with our own money. Your assistance will be meagre. But your good wishes will be there. I hope the Minister will look into this matter.

Now, I come to Trivandrum. The Trivandurm Airport is equally important. Of course, you have made some arrangements and development is taking place there. The importance of the Trivandrum Airport should not be reduced.

I would like to raise an issue regarding Kerala. The International airport at Bombay is used by many Keralites. Even the Kerala Government posted one officer at the airport to look after the interests of the people who come from the Gulf countries. Dr. Manmohan Singh also mentioned in his Budget speech that the workers from Kerala who went abroad, to the Gulf countries and who are earning so much of foreign exchange, occasionally visit their families. Of course, many of them land at Calicut or Trivandrum, but not at Cochin. The safety of the passengers is question. Sometimes people are missing. Sometimes, we see touts there. The people are looted especially the ignorant people who come from abroad. They find it very difficult to go to the domestic airport. These people are being looted. They are being robbed. They are being harassed and intimidated. All these things are happening. I know it is for the State Government to look into these things. But, I would like you to consider one proposal. I would like to know from the hon. Minister whether any underground way can be constructed between the domestic airport and the international airport similar to the one at Geneva and other places. I would like to know whether it can be done. People who land there in the midnight or on the early morning, must be able to come there as early as possible to catch the morning flights to their own destination. It is necessary that there must be some kind of an arrangement by the Ministry. We cannot leave it to the public. We cannot say, "It is your function. It is your look out. You go wherever you want to go. It is none of our business." This approach has to be given up. We must see that our citizens, who come from abroad after a very long period, are protected. They must be protected physically. Their property and their children must be protected. Everybody must be protected. I am not saying that you must go in for an underground way tomorrow. But, you must have some idea in your mind about the link between the international airport and the domestic airport. You must keep this in your mind.

Then there is another aspect of modernisation of airports. When you are bringing all the airports under one umbrella, you have to think of the priority. You have to see which area should be given priority and which airports should be given priority. I would suggest that areas like technical development, safety of landing and safety of the air passengers should be given priority.

I would like to repeat my request. Many Members of Parliament from Kerala have requested and demanded international standards at airports in Kerala. Of course, Trivandrum Airport has been declared an international airport. But, the declaration is only on the papers, not in practice. The hon. Minister, who occasionally visits Kerala, will understand the problems of the people of Kerala. I hope more facilities will be made available at the Trivandrum Airport which is already declared an international airport. At the same time, the Ministry has correctly said that you cannot have two international airports in one State. I fully agree with the Minister. I request that International standards and

international facilities at the Calicut airport should be extended. I hope the Minister will take note of the problems of the Cochin Airport. With these words I support the Bill. Thank you.

3.00 P.M.

SHRI JAGMOHAN (Nominated): Madam, I will begin by quoting what Pope said about forms of Government, —I will not use the word 'fool' because it is unparliamentary —"Let unwise people contest, what is administered is the best". Whether it is unified authority or a separate authority, it all depends on the effectiveness of the Executive, that is, how it implements the programme which it has in view. Now, so far as this authority, the unified authority, is concerned, this will now have an international component as well as a national component. Now, the National Airports Authority is controlling a very large number of airports, and it is running into heavy losses. If you combine the two, you will have to consider whether you will be burdening the International Airports Authority or the international component with such a massive administrative work which involves running about hundreds of airports. Already, the International Airports Authority is receiving complaints from the international airlines that the arrangements are not up to the mark, and that the standards are not up to the mark. Some of them have even threatened that they would overfly some of our international airports. So, this point has to be taken into account, that is, whether because of the merging of the two, the standard of the International Airports Authority will not come down instead of going up. The second point is that when the National Airports. Authority was established, a lot of staff from the Civil Aviation Department were brought into this new organisation. Now, this merger will give rise to a lot of establishment problems, a lot of problems concerning seniority and so on, which may not be easy to settle to the satisfaction of all concerned. This may give rise to a lot of irritation, a lot of administrative problems, a lot of litigations and so on. And, instead of bringing about efficiency, it may bring about demoralisation and inefficiency among various sections of the staff. So, you may kindly consider this aspect. I quite agree that since this has now gone too far, rational, equitable and fair principles should be framed beforetime in consultation with all those concerned, and then these principles should be formally enforced. Otherwise, a lot of establishment and other problems will arise. Another point which we have to consider is, so far as my information goes, the National Airports Authority has been running into heavy losses; you have just mentioned the figure of Rs. 600 crores — whatever be the figure — my point is that the National Airports Authority is running into losses while the International Airports Authority is making profits and it is subjected to income-tax, I hope that the merger is not meant to manipulate this income-tax and to offset the loss of one with the other, instead of bringing about merger in the real sense. The other issue is, as I said about the forms of Government in the begining of my speech, the forms of Government do not matter, but what matters is in what spirit you implement them, what the work culture is and what the work ethics of an organisation is. It is true practically in the case of all our public sector undertakings, all our statutory organisation, all or so-called authonomous organisations, that we make them autonomous, but we don't treat them as autonomous organisations. We want them to be run as autonomous organisation, but all the principles of running a public sector undertaking have been violated in our country. And instead of correcting this aspect, we have been blaming the public sector interprises for going into losses. The very basic principle of running a public enterprise is not to interfere in their day-to-day administrative affairs but leave the autonomous organisation as it is. I say

down a broad policy in the beginning. I think that both the Executive and Parliament are at fault because we put so many questions about what is being done and so on; then, the Minister has to naturally interfere.

So, a new culture has to be developed if we really want to run autonomous organisations with efficiency because if any disgruntled employee approaches a court — in the morning, we heard a question--then the whole thing comes to a stop. The autonomy is being violated. So, we must be very clear in running the public enterprises. If we really want them to be autonomous, if we really want them to be efficiently run, then leave them alone for five years.

Then, the personnel policy is very defective. For months together, the head of the Department is not appointed and the JS will be asked to take over as an ex-officio head. I think this is fatal to the efficiency. They cannot attend to the problems of the organisations or the problems of the passengers. They will just attend to the day-to-day urgent works and forget about the real problems. If you really want to make these organisations efficient — the basic point in the merger is efficiency — it will not come unless these problems are looked into.

Another important point of running the airports is that all these airports required to have master plans which must be integrated with the master plans of the metropolitan towns. All these airports need to be re-developed in the context of the new situation that is arising. You must have larger areas. Wherever it is not possible to expand, select a new site, have a perspective plan for the next 20-30 years. Taking into consideration the new technology that is coming in, the new aircraft that are coming and the new ground control systems that they require, we must have a perspective plan for all these for the next 20-30 years and should do the work immediately. When I say 're-development', I would like to give the example of the Bombay airport. You have all the *Jhuggis* nearby the airport. Similarly, in the Srinagar airport, you have some problems. Recently we had a very big accident. The passengers of the plane had a providential escape and the aircraft was damaged very badly because the runway was not sufficient. Probably the pilot might have made a mistake. Whatever the reason is, the aircraft overshot and burst into flames. It is by the grace of God that the passengers were saved. Otherwise, it would have been a very serious accident. My point, therefore, is that from the point of view of safety, from the point of view of expansion, all these airports need to be re-developed. If you want to invest funds, raise the funds from whatever sources possible. Otherwise, we will not be able to introduce the desired efficiency and competence.

Another important point is that you must have an integrated control over the area around the airports. In the Ministry of Defence, you have got an order under the Defence Act which authorises that if there is a defence establishment, within a particular radious of that establishment, nobody can put up buildings. Nobody can do that. Under this Order, they can issue orders. Similarly, for the airports also, you must have the power to control. Even if you don't have control over the land, you must have the power to regulate the conditions around the airports. For example, if there are insanitary conditions, you should have the power to direct the concerned municipal committee to remove the garbage. Otherwise, birds will come and a hit may take place and, thus, your safety may be affected. Then, the international agencies will also raise objections. It is very necessary that all these airports should be re-developed and the whole airport complex should be re-developed. You must have an effective control over all the air taxis and all the passengers. You must also have powers under the Act to keep the surroundings in a particular way. The other day only, I

came from Bombay and I travelled from the Bombay airport to Delhi. The Bombay airport had a wall constructed around a certain village. But outside the wall, they put all the garbage. For anyone coming that way, the first impression which he gets is about this garbage. My point, therefore, is that the introduction to your country is through the airports. We can always say that the municipal committee has not done the work or the corporation has not done the work. But I think you must have the enabling power to issue directions and to take appropriate action in such matters.

You must have some control over the type of books that are sold at the airports. Every type of very undesirable literature is sold from that place.

So, these are the few points which I had in mind and which I thought I would place before the hon. Minister for his consideration. While I endorse the Bill, I think these suggestions are worth considering.

SHRI JAGESH DESAI (Maharashtra): Madam, first of all, I welcome the Bill brought by the hon. Minister...*(interruptions)*....

SHRI JAGMOHAN: Ghulam Nabiji, I just forgot to mention one thing and that is that just when I was talking of redevelopment of the airports and their integration with the Master Plans of the metropolition towns so that both the town and the airport authority benefit, one of the points which I had in view was the Safdarjung Airport in Delhi. I think it is not proper to have an airport in the heart of the city, particularly when the flyover has been constructed. Such a valuable piece of land in the heart of the town is being used for airport. In 1962, we formulated the Master Plan in which we said that this Airport should be shifted. Now, just imagine that more than 32 years have passed and it is still there. It doesn't fit either into the Master Plan pattern or with the safety of the people who are flying there. So, I think, this is an example and you may take it up in right earnest. Thank you.

SHRI JAGESH DESAI: Madam, I welcome the Bill brought in by the hon. Minister. First of all, I want to congratulate the Minister. A mention was made, not by me but by many hon. Members of the House, that liquor should be banned in the private airlines. I am very happy to learn from the newspaper reports that the Minister has taken action and that now liquor is prohibited in the aircraft. Now, consumption of even your own liquor is prohibited in the aircraft. I am very happy about the fact that no airlines can serve liquor now. I am thankful to you, Sir.

Madam, as a result of this Bill, Manmohan Singh may become poorer by some crores of rupees because the losses incurred by the National Airports Authority will now be carried forward since it has merged. Since the Indian Airlines have been making profits, they will lose to that extent. I am happy that the Minister has understood the financial aspects and has merged both not only from the point of view of efficiency, but also from the point of view of paying less taxes.

Madam, I was to speak about three or four aspects. First of all, I fully share the views expressed by Mr. Jagmohan that the public sector units should work as commercial organisations. As far as the broad policy is concerned, the Government may chalk it out. But as far as the day-to-day management of the unit is concerned, it should be left to the public sector unit concerned, and in this case, to the Airports Authority. But, Madam, ...*(Interruptions)*... All those old phrases are there in this Bill under section 22. It reads like this:

> "The Authority may with the previous approval of the Central Government charge fees or rent for landing, housing or parking, etc. or for any other service or

facility offered in connection with aircraft operations at any airport, helipad or air-strip."

Now, why do they have to go to the Central Government for approval? I am not able to understand this. It should be based on the actual expenses incurred by the Airport Authority for the purpose of giving these facilities and services.

I am sure that the Minister will look into it and this kind of old things should not continue only because earlier it was there. Now, in the market-friendly economy to which are are now going, I don't think, the Government should fix fees for lending or hiring. It should be left to the Airports Authority. Madam, I would like to know from the Minister, as far as the National Airports Authority is concerned, its built-up capital is 600 crores of rupees. They have paid for an infrastructure which is being used by the International Airports Authority and the National Airports Authority. On what basis you are fixing this fees? Six hundred crores or rupees only by the National Airports Authority by way of capital and still it is in loss, Why? When did you last revise the fees? Now, it is more relevant beacause infrastructure is made by the public sector and it would also be exploited by the private air taxi operatiors. As such, I would like to know from the Minister on what basis you are going to take the interest of your capital plus your normal profit say, 6-7 per cent. Only if you charge 20% of your equity capital, you will be able to give any profit. I think the fees which have been charged are very low. As such, I would like the Government to examine the aspect of charging the rental fees, otherwise I think, year by year, the National Airports Authority, though now it is merged, will suffer losses. We should charge the commercial fees; otherwise, we will be giving a lot of relief to the private taxi operators. These fees should be revised.

As regards the safety measures, Madam, one action the Government has taken is prohibiting liquor. But, what about bird-hit? There was one write-up in the newspapers that one private taxi after a bird-hit, instead of coming back to the same airport or nearby airport, had gone to its destination. How was ital lowed? I think it is the duty of the airport authorities to see that it comes back to the nearby airport or to the airport from where it had taken-off. I want to know whether the Governmet has made any enquiry, and if any enquiry has been made, what action has been taken on it? I think it was Modiluft. I am not bothered about any particular airline. I am not bothered about a,b,c, I am bothered about the policy and whether any action has been taken against that company or not.

Madam, I was coming from Guwahati along with Mr. Dutta. We were given boarding cards at Guwahati for that. Then, after some time, we were told that the flight would not go to Delhi, it would go to Calcutta. Again, we are given boarding cards for Calcutta. We reached Calcutta. Then, we were given boarding cards for Delhi also. Afterwards, we were told that as the weather was not good, the flight would not take off. Ultimately, I had to pursuade all the passengers. I did my best to see that they were accommodated in a hotel. I pleaded with them. Earlier they were saying "no". Ultimately, we made arrangements in the hotel. At 3.30 we came back to Delhi. In the meantime, we were told that because of bad weather neither could any flight arrive nor any flight could take-off. We saw that one Modiluft flight did come and touched Calcutta, even though the weather was not good. How was it allowed? Are you so soft towers which I want to bring to the notice of the hon. Minister so that corrective steps are taken.

Madam, only for earning some money people cannot be put to his kind of difficulties. I can talk this to you with authority. As regards runways as one of my friends told about it, at Aizwal in Mizoram, the runway is so short, some

seats have to be kept vacant in the aircraft. And that is why we are running in losses. Wherever the airstrips are to be lengthened, it should be done. As regards Aizwal, I was told that some action is being taken, but please find out. Now, regarding Patna Airport. Patna Airport is the worst kind of airport. I was going to Kathmandu. After Customs checking I went in side Patna Airport. There was cooler drinking water, but no glasses. Ultimately we had to talk to the people concerned and ask, "What is this? Is this the situation in Patna, in an airport, a sort of International Airport that even drinking water is not made available? We have to sit two to three hours there. Even though these are small things, these have to be looked into. At present, we are talking of decentralisation. Even though it is centralised here, it should be decentralised wherever it is required and it has to be done. If we get more benefits by decentralisation, then there is nothing wrong in it. That policy should continue. Madam, I will take just 4-5 minutes. I was talking about the fees to be charged. I want that the Government must appoint a Committee. I am giving the latest figures from the report of International Airports Authority of India for the year 1992-93. I am finding that nobody has cared to look into it. Nobody has cared to revise the fees. Operational expenses for the year 1992-93 have gone up by Rs.7 crores, pay and allowances have gone up by Rs. 5 crores and your landing fees have remained stagnant at Rs. 149 crores in 1991-93. It is Rs. 149 crores in 1992-93 and that is why I am pleading with the Minister to see that whenever you incur more operational expenses more on your pay and allowances, you have to charge the fees accordingly. Otherwise, the public sector which has created these facilities will suffer. You cannot give all the benefits to private sector at the cost of the public sector and charge the Government that it is not looking into it and it is giving as much concessions to the private sector as possible and I request the Minister, who is very much pro-public sector, to look into it and see that the fees are rationalised and are based on your investment and your profit, say four or five percent. I do not say 10-20%. But, you cannot go in tor losses and as such I request the Government again to appoint a Committee and find out what should be the lending charges even for the internal airliners. If there is some kind of afeciprocal arrangement, then we should welcome it. But here, I am finding that there are no flights. Even internal flights are more. Inspite of that your leading fees remain the same. How is it possible? I would like to request for an inquiry into this. Madam, my last point will be regarding improvements in services. As I told about Patna and many airports I would mention especially the Sahar airport. Once I had gone to Sahar airport to receive my son. At that time, it was taking three hours to get the Customs Clearance. Children were crying.s

Even milk was not available for three hours and the children were crying. I feel that there should be some kind of an arrangement for providing milk. I am not talking about the outside Customs area, but inside the Customs area. Such things have to be looked into so that passengers feel satisfied. I am very happy now that the Customs rules have been very much relaxed and within half-an-hour or forty-five minutes any passenger coming from abroad, except from some countries, is allowed to leave. But all these things have to be seen. I am sure that the Minister is doing very good work. I have given him some of my straigtht thoughts as regards the improvement of the financial condition of the National Airports Authority so that more services can be given by more funds generation and this benefit is not to be given to the private sector. They should not only thrive on the public sector funds. If the public sector would not have built such an infrastructure, none of them would hve come now. If your infrastructure is limite, do not allow the new private taxiwallahs; please stop this. They should

not rob the Indian Airlines. The Minister should look into it and see that if have got a number of flights and adequate accommodation, I do not see any reason why we should allow the new airlines to come. If you want them, charge them according to your cost of construction, according to your investment and your reasonable profit. With these words, I again thank you, Madam. Inspite of that your lending fees remain the same. How is it possible? I would like to request for an inquiry into this. Madam, my last point will be regarding improvements in services. As I told about Patna and many airports I would mention especially the Sahar airport. Once I had gone to Sahar airport to receive my son. At that time, it was taking three hours to get the Customs clearance. Children were crying.

श्री राजूभाई ए० परमार (गुजरात): उपसभाध्यक्ष महोदया, आपने मुझे बोलने का मौका दिया इसके लिए मैं आपका आभारी हूं और जो एयरपोर्ट अथारिटी आफ इंडिया बिल, 1994 लाया गया है उसमें मैं समर्थन करता हूं। इस बिल को लाने के लिए मैं मंत्री महोदय को धन्यवाद देता हूं।

मैडम, यह बिल हमारी ओपन स्काई पालिसी के अनुरूप है और उसको आगे बढ़ाने के लिए यह काम बहुत ही जरूरी है। दो अथारिटीज का मर्जर करने की वजह से जो काम में ओवर लैपिंग होती है उसमें काफी सुधार होगा और और दोनों अथारिटीज के एक बनने से जो नेशनल एयरपोर्ट अथारिटी आजकल घाटे में चल रही है उसमें भी काफी सुधार होगा। ज्यादातर आज देश में देशों और विदेशी हवाई कम्पनियां आ रही हैं और इन हवाई कम्पनियों के आने की वजह से हमारे एयरपोर्ट्स पर काफी दबाव आ रहा है और एयरपोर्ट्स में फैसिलिटीज और सलामती के लिए भी एक खतरा खड़ा हो गया है। तो यह बिल लाने की वजह से इसमें काफी मदद मिलेगी।

मैं मंत्री महोदय को खास यह बताना चाहता हूं कि जब इतनी देशी, विदेशी हवाई कम्पनियां देश में आ रही हैं और आप प्रायवेट एयरलाइन्स वगैरह चालू कर रहे हैं तो जो एयरपोर्ट्स पर दबाव पड़ रहा है और फैसिलिटीज के बारे में जो मैंने बताया, लेकिन जहां पर एयरपोर्ट्स हैं, उनमें जो फैसिलिटीज हैं, सहूलियतें हैं, उन एयरपोर्टस का जो उपयोग होना चाहिए वह उपयोग हमारी सरकार नहीं कर रही है। मैं माननीय मंत्री महोदय को बताना चाहता हूं कि खास तौर पर हमारे अहमदाबाद में दो एयरपोर्टस, हैं एक डोमेस्टिक एयरपोर्ट और दूसरा इंटरनेशनल एयरपोर्ट। डोमेस्टिक एयरपोर्ट में जो फैसिलिटीज पैसेंजर्स के लिए रखी गयी है उनमें अगर टायलेट में जायेंगे तो वे बिल्कुल डर्टी होते हैं। वहां पर पानी के नल वगैरह हैं तो वे टूटे हुए रहते हैं। टर्मिनल में जो क्लीनलीनेस होना चाहिए वह नहीं रहता है। तीसरा, इंटरनेशनल एयरपोर्ट पर पूरे एक वीक में एक इंटरनेशनल फ्लाइट आती है। मैं मंत्री महोदय से उम्मीद करूंगा कि हमारी अहमदाबाद-नैरोबी जो काफी पहले हमारी डिमांड थी कि इंटरनेशनल एयरपोर्ट पर यह फ्लाइट शुरू की जाए, उसमें काफी आगे बढ़े भी लेकिन कुछ बाद में जाकर एकदम जो हमारा सुझाव था, जो करने वाले थे उसको उन्होंने आगे नहीं बढ़ाया।

मैं मंत्री महोदय से खासकर मेरी गुजारिश है कि उन्होंने जो आंकड़े अहमदाबाद-नैरोबी की फ्लाईट के लिए हैं वह आंकड़े उन्होंने बम्बई के लिए हैं। अब ज्यादातर गुजरात के पैसेंजर बम्बई से बुकिंग करवाते हैं तो नेचुरली उनको ऐसा लगता है कि यह बम्बई के ही सब पैसेंजर हैं। इसके लिए गुजरात के जो लोग हमारे अहमदाबाद से साउथ अफ्रीका में जा रहे हैं उनको फायदा नहीं मिल रहा है। मेरी मंत्री महोदय से गुजारिश है कि इसके बारे में दोबारा सोचा जाए और यह फ्लाईट हमको दिया जाए।

दूसरा मेरा कहना है अमरीका में, यू०के० में और दुनिया के कई देशों में हमारे गुजराती लोग रह रहे हैं। आप यदि आंकड़े देखेंगे तो जो भी इंटरनेशनल फ्लाइट पर आते हैं उसमें ज्यादातर हमारे गुजरात के ही पैसेंजर रहते हैं, लेकिन उनको बम्बई उतरना पड़ता है और वहां पर उनको काफी दिक्कतें आती हैं। जब हमारे पास इतना अच्छ इंटरनेशनल एअरपोर्ट इतनी सहूलियत के साथ है तो क्यों इसका उपयोग नहीं किया जाता है। उसके बारे में मैं मंत्री महोदय से गुजारिश करूंगा कि अपने रिप्लाय में इसके बारे में कुछ जिक्र किया जाए।

मैडम, हमारे वहां सूरत में भी गुजरात गवर्नमेंट का एक एअरपोर्ट है। सूरत को देखा जाए तो गुजरात में अभी वह दूसरे नंबर का शहर बन गया है। वहां पर

इंडस्ट्रियलाइजेशन भी काफी बढ़ गया है। डायमंड की अच्छी मार्केट है और टैक्सटाइल की भी अच्छी मार्केट है और गुजरात में सूरत का काफी विकास हो रहा है। हमारी गुजरात सरकार ने भी सूरत एयरपोर्ट को लेने के लिए यहां की मिनिस्ट्री को लिखा था और इसके लिए जो भी खर्च करना पड़े जैसे लैंड एक्वायर करनी है, वहां पर बिल्डिंग बनानी है और यह सब हमारी गुजरात सरकार भी कर देगी। लेकिन सूरत एयरपोर्ट को बनाने के लिए या लेने के लिए केन्द्र सरकार की ओर से अच्छा प्रतिभाव नहीं मिला है। तो इसके बारे में भी मंत्री महोदय से गुजारिश करूंगा कि सूरत का विकास देखते हुए यह सूरत के एयरपोर्ट को भी आप लेंगे।

इसके बाद हमारे यहां भुज एअरपोर्ट करके भी है। भुज एयरपोर्ट कांधला फ्री ट्रेड जोन बिल्कुल नजदीक में ही है। लेकिन वहां का टर्मिनल बिल्डिंग का पैसा हमने सुना है कि पास भी हो गया है फिर भी अभी तक वहां पर बिल्डिंग वगैरह कुछ बना नहीं है। पैसेंजर जो वहां से फ्लाईट में बोर्ड होते हैं उनके बैठने के लिए भी अच्छी व्यवस्था नहीं है और स्क्रीनिंग वगैरह भी सब ओपन में हो रही है। इस एअरपोर्ट का भी थोड़ा विकास करेंगे तो यह जो फ्री ट्रेड जोन है कांधला का उसका हम् लाभ ले सकेंगे।

दूसरा हमारे एक केसोद एअरपोर्ट है जो कि टूरिस्ट प्वायंट आफ् व्यू से काफी अच्छा है। वहां पर नज़दीक में गिर फारेस्ट है। वहां पर काफी फारेन के टूरिस्ट भी आते है लेकिन केसोद एअरपोर्ट पर एक ही फ्लाईट आती है और वह भी वीक में दो या तीन बार आती है। टूरिस्ट को एट्रेक्ट करने के लिए यदि हम एअरपोर्ट का भी विकास करें तो यह बहुत उपयागा रहगा।

मैडम, हमारे अहमदाबाद-दिल्ली की जो मार्निंग फ्लाईट है वह सुबह बाया बड़ौदा होकर जाती है और जब हम यहां पहुंचते हैं तो करीब साढ़े ग्यारह जैसा हो जाता है, तो इसके लिए भी मैं मंत्री महोदय से गुजारिश करूंगा कि यह फ्लाईट बजाय बाया बड़ौदा उसको डाइरेक्ट अहमदाबाद-दिल्ली किया जाए। बाकी जो एअरपोर्ट पर सहूलियत के बारे में सब लोगों ने कहा है उसका मैं समर्थन करता हूं और हमारे अहमदाबाद के दोनों एअरपोर्ट पर भी अच्छी सहूलियत देनी चाहिए और जो हमारा इंटरनेशनल एअरपोर्ट है उसका भी पूरा सही तरह से उपयोग करके वहां से ज्यादा से ज्यादा उड़ान रखें और उसका पूरा उपयोग हो, ऐसा मैं मंत्री महोदय से रेक्वेस्ट करता हूं और जो यह बिल लाए हैं उसका भी मैं समर्थन करता हूं। मैंने जो-जो प्वायंट् यहां पर रेज़ किए हैं उसके बारे में मंत्री महोदय अपने जवाब में जिक्र करेंगे और सुझावों को अमल में लाने की कोशिश करेंगे, ऐसी मैं गुजारिश करता हूं और इस बिल का मैं समर्थन करता हूं। धन्यवाद।

SHRI RAM JETHMALANI (Maharashtra) : Madam Vice-Chairman, thank you for permitting me a little time. I am here mainly to support the Bill.

I support the objectives of the Bill. I support the manner in which the objectives of the Bill are sought to be carried out. The previous state of affairs at the airports has been somewhat chaotic. There has almost been a parallel of what used to happen in our provinces under the Government of India Act of 1919— a system of diarchy—which proved very chaotic politically. There was no accountability and if anything went wrong, everybody found a scapegoat in other organisation. Things were totally out of shape.

I am glad that the two authorities are being merged and there would be one single authority hereafter which would be accountable. I am very happy that the continuity in the matter of contracts and other obligations has been fully preserved. What is more heartening is that the rights of employees and labour and the obligations of the management towards labour and employees have been fully preserved and maintained. There is absolutely nothing in the Bill to which one could object.

However, there is one lapse which, perhaps, is a lapse due to oversight which I have to point out. This Bill was examined by the Standing Committee on Transport and Tourism at great length. All possible objections to the Bill were examined from every stand-point and, ultimately, I believe the Committee produced a unanimous report. But what is the use of producing a unanimous report if the only proposal which

emanated from this unanimous report has not been taken heed to?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): Which page?

SHRI RAM JETHMALANI: I am referring to clause 3(3)(c) of the Bill. The Committee recommended the inclusion of a proviso. The proviso suggested was that one out of the eight members shall be from the Scheduled Castes/Scheduled Tribes, one from the other Backward Classes and one shall be a female. Now, this was the report of a Committee in which the ruling party was copiously represented. Why are you trying to repeat history? A unanimous report should be accepted properly. Why are you ignoring this proposal to which there was no serious objection? In fact, everybody in the Committee acceped it and said that they were going to have this reservation.

I believe this is a complete oversight. Nobody has looked into it. When a Bill goes to the Committee and the Committee makes a report, nobody looks at the report and you proceed with the original Bill without looking into the modifications suggested by the Committee. Therefore, I would request you. This is a very important provision which brings some kind of pride, joy and happiness to the weaker sections of our society. We are asking for one seat for women. If nothing else, at least, the sense of chivalry, Mr. Minister, should have compelled you to accept this proposal. I do not know what is wrong with you. Something has obviously gone wrong with you people. I think even now it is not too late to accept this proposal incorporate it in the Bill and get it passed by the other House. I hope this would be accepted because this is really an affront to the whole work of the Committee.

Madam, I hope the Airports Authority which is now coming to existence would, by a proper directive and advice from the Government, encourage the principle of competition on which we have embarkec upon. Competition has certainly nov brought to the fore the rights, privilege: and requirements of the unforunat consumers of the services of the Airport Authority, namely, the travallers like yo and me, Madam. At least, we now get smile from the staff of Indian Airline and Air India. They are very anxious t please you. They spread a piece of clotl on the tray before serving you. O course, the quality of the stuff served stil remains the same. But at least, there is smile on their face and there is a piece o cloth which is given to you. Therefore competition is doing a lot of good.

Therefore, I hope, in accordance witl this principle, you would see to it that th private operators operate on a footing o absolute equality with the Indian Airline and Air India. Do not ask them to lan their planes a kilometre away. Do nc impose upon them other requirements Somebody talked about stopping th serving of liquor. I think we have serious difference of opinion on this. have always had a difference of opinio on this ever since Morarjibhai embarke upon the policy of prohibition. If person who works for the whole day i the city of Delhi and at 8 O' clock h wants to get on a flight —— he does nc even have time to go home for a drin —— and wants to have a drink, I do nc see why he cannot buy a drink on th flight. But, that apart, I understand tha you are doing it because some peopl have misbehaved. But, Madam, i defence of alcohol, I can only say thi that alcohol does tricks with peopl whose brains are already damaged b other factors. But people who, after good day's honest work, take a littl alcohol, quietly go to sleep and have little relaxation on the flight. But you wi recall that the most prominent cases c misconduct by drunken people hav taken place on the part of people whos brains were damaged, allegedly, b political power. And you will recall som instances. I do not want to tread o anybody's toes. Some of them are m

very excellent friends, and I do not want to mention them. For the sake of those people, why should you trouble all the consumers who want to enjoy a good drink? You have stopped drinking on other airlines not because you are against drinking. If you like drinks, you will have your drinks. I know that perfectly well. But you are doing it because it produces unfair competition. Indian Airlines, for policy reasons, could not serve it. Others were serving it. Your customers were being diverted to other airlines, and therefore you have stopped it. So, I can't even give you the credit for having done a slightly foolish thing out of good motives. Your motives are also not good. So, you please reverse this and, if you can have the moral courage, allow Indian Airlines to do it. Prevent people from misbehaving. Those who misbehave are subject to the jurisdiction of the Captain. Prosecute that man as soon as he lands at the airport for disorderly behaviour. But you are never willing to enforce the law. That is the weakness of this Government.

Madam, with this little bit of advice, I wish to offer a slight personal explanation. I have broken ranks and come and addressed this House on this occasion. But I have done it because I have put in the balance the advantage of not being in the House against the disadvantage of a serious harm being done to the weaker section of society by a lapse which should have been brought to your attention outside the House. But when I saw today on the agenda that this Bill was coming, I said I must go and tell the hon. Minister that this lapse has got to be remedied. This does not mean that I have not sympathy with what the Opposition is doing. This does not mean that I have sympathy with what you are doing. All that I wish to tell you is, please terminate this ignominious state of affairs. Parliament cannot be destroyed for the sake of two or three individuals. Please make that sacrifice and put back life into Parliament. This is no Parliament, if you are asking me, and I hope, the sooner you do it, the much better it is for all of us.

THE VICE-CHAIRMAN (MISS SAROJ KHAPARDE): Mr. Jethmalani, let me honestly tell you one thing. We also don't enjoy without the Opposition. When we see the empty benches, we also feel miserable. But today when I saw you in the House, not only me but the whole Treasury Benches were very happy seeing you participate in this business. I congratulate you from my heart. Thank you very much.

SHRI RAM JETHMALANI: Thank you, Madam.

THE VICE-CHAIRMAN MISS SAROJ KHAPARDE): Shrimati Urmilaben Patel. ... Not here. Prof. Sanadi.

प्रो॰ आई॰ जी॰ सनदी (कर्णाटक) : मैडम उपाध्यक्ष महोदया, गुलाम नबी आजाद जी ने यह भारतीय विमानपत्तन प्राधिकरण विधेयक, 1994 लाकर एक सराहनीय काम किया है। बेहतर शासन और सुसंगठित प्रबंध के लिए मैं समझता हूं कि इसकी सख्त जरूरत थी। इस विधेयक का मैं हृदय से स्वागत करता हूं, सपोर्ट करता हूं।

इसी के साथ साथ मैं अपने हुबली हवाई पत्तन और बैंगलोर — हुबली, हुबली — बंबई विमान सेवाओं के बारे में दो चार बातें उनके ध्यान में लाना चाहूंगा, जो बहुत जरूरी है। मंत्री जी बड़े दयालु हैं। एक प्रश्न मैंने यहां उठाया था। यह हुबली विमानपत्तन दुल्हन कई दिनों से ऐसे अनब्याही बैठी हुई है। बड़े धूमधाम से एन॰ ई॰ पी॰ सी॰ एअरलाइन मद्रास से इसके लिए यह दूल्हा पकड़कर लाए हैं। धूमधाम से शादी रची गई। बारात बहुत अच्छी निकल गई, मैडम। वहां पर हर अखबार में वह चीज आ गई है, लेकिन मुझे अभी डर लग रहा है क्योंकि थोड़े ही दिन हुए हैं शादी हुए अभी दुल्हन की मैंहदी मिटी नहीं है, लेकिन दुल्हे को तलाक की नोटिस जारी हो गई है। मैं अपनी इस दुल्हन को क्या अनब्याही कहूं? क्या डायवर्सी कहूं? क्या कहूं? समझ में नहीं आ रहा है।

उपसभाध्यक्ष (कुमारी सरोज खापर्डे) : मंत्री जी, यह क्या बात हुई?

श्री गुलाम नबी आजाद: इनकी दुल्हन थी और मेरा दुल्हा था। ....**(व्यवधान)**...

उपसभाध्यक्ष (कुमारी सरोज खापर्डे): दुल्हन की मेहंदी ऐसे तो मत मिटाइए।

जो दूल्हा गुलाम नबी जी पकड़कर लाए थे, मैं समझता हूं कि उसकी शिकायत दहेज के लिए नहीं है लेकिन उसके कुछ दर्द है, कुछ तड़प है, कुछ शिकायतें हैं, कमजोरियां हैं, मजबूरियां हैं। उन शिकायतों को जाहिर करते हुए उन्होंने एयरोड्रम आफिसर, नेशनल एयरपोर्ट अथारिटी, हुबली को भी लिखा है और डायरेक्टर जनरल आफ सिविल एवीएशन, टैक्निकल सेंटर काम्पलेक्स, सफदरजंग एयरपोर्ट, दिल्ली को भी लिखा है। उसमें जाहिर किया है:—

"We would like to reiterate that we have commenced the maiden venture on our part to serve interior Karnataka through Hubli Air Field. However, there is a severe set-back in our operations due to non-availability of landing aid and procedures at Hubli Air Field. Moreover, since refuelling facility is not available at Hubli, we have to restrict our passenger carrying capacity to only 30 persons resulting direct financial loss to us.

"We are however carrying on like this in the anticipation of improvement of Landing Facilities and Refuelling Arrangements at Hubli with restriction of 30 passengers. In the last one month itself, out of 14 flights 10 flights had to be cancelled due to these reasons. But however, we now understand that it is not possible to have landing facilities in a short period of time from now and we will be stopping Hubli operations from 26th August, 1994, if VOR/ILS facilities are not available.

"In these circumstances, it is impossible to carry on like this with the losses mounting everyday and hence, we plan to operate...."

दूसरी दुल्हन की तरफ इनका ध्यान गया है:—

"....BANGALORE — BELGAUM, BELGAUM — BOMBAY sectors from August 26, 1994. However, this will also help Hubli passengers to go to Bombay via Belgaum."

जब इन्होंने इनॉगरेशन किया था, मुझे याद है चार दिन बेलगाम से आपरेट होंगे हमारे फ्लाइट्स और तीन दिन अल्टरनेटिव हुबली से भी आपरेट हो जाएंगे। हम यह नहीं कहते अगर ध्यान उनका बेलगाम की ओर गया है और मुझे थोड़ा इसमें पता भी है कि कुछ सेबुटाइज़ भी हुबली पर हो रहा है। वहां जाफर शरीफ साहब मीरज से हुबली तक ब्राड गेज़ लाइन लाने के लिए वहां तो लाइन बंद करके रखे हैं, बहुत अच्छे ढंग से वह काम चल रहा है, रेल की सेवाएं हैं नहीं। ये बी० जे० पी० महानुभावों की मेहरबानी से हमारे यहां कर्फ्यू लगा हुआ है, मीलों-मील तक ट्रक वहां खड़े हैं, हमें नेशनल हाइवे नम्बर चार भी नहीं मिल रहा है और अगर आप हवाई सर्विस भी बंद कर देंगे तो मैं समझता हूं कि हमारी हालत बहुत खराब हो जाती है। हमें हुबली शहर को बढ़ाना है, यह दर्द दिल में रखकर, मैं चाहता हूं आपसे क्योंकि इतना अच्छा शहर है, मैडम, यहां से उतरने वालों को सेवन वंडर्स आफ दि वर्ल्ड जो है, सात आश्चर्यों में से एक "बीजापुर का गोल गुम्बद" हुबली से बहुत नजदीक है। जो केव्स हैं वहां पर "बादामी केव्स" वह भी नज़दीक है। "हम्पी" जो साम्राज्य था विजय नगर का, वह भी बहुत नज़दीक है। "जोग फाल्स" भी नज़दीक है। कई फारेन टूरिस्ट्स जो वहां पर आते हैं उनको एट्रेक्ट करके बहुत ही सुंदर ढंग से और हमारी इतनी कोशिश रही कि एक दिन भी यह एन०ई०पी०सी० एयरलाइंस जो है, वह वैसे खाली न चले। मेरे खुद के लिए भी कई बार बोर्डिंग कार्ड लेकर भी सफर रद्द किया गया। लेंडिंग फेसिलिटी नहीं है, यह बहाना बनाकर वे चले आ रहे हैं। अगर ये बेलगाम से शुरू करेंगे, बेलगाम से आपकी कृपा से अभी ईस्ट-वेस्ट एयरलाइंस वहां पर काम कर रही है। दो एयरलाइंस एक ही एयरपोर्ट से मैं इक्नामिकल नहीं समझता। मैं गुलाम नबी जी से एक खास करके विनती करना चाहता हूं कि ईस्ट-वेस्ट वाले बम्बई-हुबली-बंगलोर, बंगलोर-हुबली-बम्बई या हुबली-गोवा-बम्बई चलाना चाहते हैं, उनसे भी कृपा करके आप कहें। जो एक अरमान, जो एक उमंग आप हमारे लोगों के दिल में भरकर आ गए हैं, दुख की बात होगी अगर आप यह स्टाप करेंगे। मैडम, हम इलेक्शन में जाने वाले हैं, लोगों के सामने सरकार के प्रति क्या कहना, बड़ी दर्दनाक बात है, आपके जरिए मैं कहना चाहता हूं कि मिनिस्टर साहब जितने उत्सुक होकर वह बारात लेकर आए थे ...**(व्यवधान)**...

उपसभाध्यक्ष (कुमारी सरोज खापर्डे): सनदी साहब, आपने जो अपनी शिकायत यहां मंत्री जी के सामने रखी, आपने शायद सुना नहीं, माननीया मंत्री महोदया, मारग्रेट आल्वा जी यहां बैठी हैं, उन्होंने भी आपको स्ट्रांगली सपोर्ट किया है और ऐसी सपोर्ट के बाद मुझे नहीं लगता कि मंत्री जी की इतनी हिम्मत होगी कि वह यह सेवा शुरू न करें।

प्रो० आई० जी० सनदी: इनके मन में भी दर्द था मैडम।

उपसभाध्यक्ष (कुमारी सरोज खापर्डे): देखिए, जी कह रहे हैं, हम सब साथ में है।

प्रो० आई० जी० सनदी: इसलिए मैं अनुरोध करूंगा गुलाम नबी जी से कि कृपा करके जो यहां काम शुरू हो गया है क्योंकि हम तो उनको बाहर का नहीं समझते हैं कर्नाटक का ही समझते हैं, उनकी बड़ी दया है कि बंगलोर एयरपोर्ट पर जमाने से जो हमारा एक सपना था इंटर नेशनल एयरपोर्ट बनाने का। इंटरनेशनल एयरपोर्ट बनाने के लिए हाल ही में उन्होंने फाउंडेशन भी रख दिया है। गर्वनमेंट पर हम बोझ डालना नहीं चाहते। अपनी तरफ से भी 12 करोड़ रुपए का कुछ अनुदान देने के लिए हमारे चीफ मिनिस्टर तैयार हैं। वैसे जो कुछ भी सहायता हमारी स्टेट गवर्नमेंट की तरफ से हो सकेगी, वह भी हम देने के लिए तैयार हैं। कृपया जो काम शुरू हो गया है, उसको मत रुकने दीजिए और इसमें जो अड़चने आ रही हैं, आप मेहरबानी करके डायरेक्टर-जनरल सिविल ऐवियेशन ऐथोरिटी को कुछ सजेशन देकर इसको सुधारने का कष्ट कीजिये, इस विश्वास के साथ मैं अपनी बात समाप्त करता हूं। आपने मुझे बोलने के लिए जो समय दिया, उसके लिए धन्यवाद।

श्री ईश दत्त यादव (उत्तर प्रदेश): महोदया, यात्रियों की सुविधा की दृष्टि से और अच्छी यात्रा के लिए और व्यावसायिक दृष्टिकोण से विमान सेवाओं को बेहतर प्रशासन और सुगठित प्रबंध देने के लिए जो भारतीय विमान पत्तन प्राधिकरण विधेयक 1994 प्रस्तुत किया गया है, मैं उसका समर्थन करता हूं। बहुत से सुझाव माननीय सदस्यों की ओर से आए और वे सभी जरूरी और आवश्यक थे। मैं समझता हूं कि हमारे नागरिक उड्डयन मंत्री जी इन पर गंभीरता से विचार करेंगे। मैं उन सुझावों के विस्तार में नहीं जाना चाहता और न ही उनको दोहराना चाहता हूं। लेकिन एक बात की ओर मैं मंत्री जी का ध्यान आकर्षित करना चाहता हूं। इनका लंबा अनुभव है प्रशासनिक दृष्टि से सरकार में रहने का, मैं उनका ध्यान इस ओर दिलाना चाहता हूं कि प्राधिकरण चाहे प्रदेश सरकारों के अंतर्गत हों या केन्द्रीय सरकार के अंतर्गत हो, ज्यादातर प्राधिकरण असफल हो गए हैं, उनमें घाटा हुआ है, उनकी सेवाएं खराब हुई हैं और उनका प्रशासनिक तंत्र लचार हो गया है। इसकी इनको व्यक्तिगत जानकारी होगी, अनुभव होगा। इसलिए मैं चाहूंगा कि नागरिक उड्डयन मंत्री जी इस ओर विशेष ध्यान दें।

इसमें शक नहीं कि माननीय गुलाम नबी आजाद जी जब से इस विभाग में हैं, इन्होंने प्रयास किया है विमान यात्राओं को सुरक्षित बनाने के लिए, सुविधा बढ़ाने के लिए, इसलिए मैं इनसे अनुरोध करूंगा कि यह प्राधिकरण या कानून बन जाने के बाद आपकी एयरपोर्ट ऐथोरिटी या प्राधिकरण जो बने, यह कामयाब रहे और देशहित में रहे और बेहतर सेवाएं इससे, उपलब्ध हो सकें।

महोदया, माननीय गुलाम नबी आजाद जी का संबंध उत्तर प्रदेश से है और उत्तर प्रदेश का ही ये प्रतिनिधित्व भी करते हैं लेकिन मुझे यह समझ में नहीं आता कि उत्तर प्रदेश जो देश का सबसे बड़ा प्रदेश है और आबादी की दृष्टि से, क्षेत्रफल की दृष्टि से भी बड़ा है, उसकी राजधानी को दक्षिण भारत से विमान सेवा से उन्होंने क्यों नहीं जोड़ा। किसी को अगर हैदराबाद जाना है, बंगलौर जाना है, त्रिवेन्द्रम जाना है तो उसको दिल्ली जाना पड़ेगा, कलकत्ता जाना पड़ेगा या बंबई जाना पड़ेगा। इसलिए मैं इनका ध्यान इस ओर आकर्षित करना चाहता हूं कि आप तो पूरे देश के उड्डयन मंत्री हैं लेकिन देश के सबसे बड़े प्रदेश की राजधानी को दक्षिण भारत के मुख्य नगरों से आपने अभी तक नहीं जोड़ा है। दक्षिण भारत के जो 4-5 मुख्य स्थान हैं जैसे बंगलौर है, हैदराबाद है, त्रिवेन्द्रम है, मद्रास है, इन सबको अगर आप न भी जोड़ सकें तो कम से कम दो-एक स्थानों को तो जरूर जोड़ दीजिए जिससे दक्षिण भारत जाने वालों को सुविधा हो जाए। इसी के साथ मैं मंत्री जी का ध्यान आकर्षित करना चाहता हूं उत्तर प्रदेश के 2 बड़े शहरों की ओर।

एक तो कानपुर जो उत्तर प्रदेश का है और एक तरह से देश का भी प्रमुख औद्योगिक केन्द्र है। यहां के लिए विमान सेवाएं थीं लेकिन बंद कर दी गई। इसी तरह से, मैडम, गोरखपुर उत्तर प्रदेश का एक महत्वपूर्ण स्थान है और अंतर्राष्ट्रीय ख्याति का स्थान है, क्योंकि इसके पास में दो स्थान अंतर्राष्ट्रीय ख्याति के हैं — एक है लुमनी

जो भगवान बुद्ध का जन्म-स्थल कहा जाता है और दूसरा, कुशी नगर है जहां उनको पद निर्वाण प्राप्त हुआ था। पूरी दुनियां से बौद्धिष्ठ लोग और दूसरे लोग उसी नगर के लिए और लुम्नी के लिए आते हैं। अगर कोई विमान से कुशी नगर और लुमनी जाना चाहे तो उसके लिए एकमात्र स्थान गोरखपुर है। इसलिए मैं आपके माध्यम से माननीय मंत्री जी से अनुरोध करूंगा कि कानपुर और गोरखपुर इन दोनों स्थानों को विमान सेवाओं से जोड़ने के लिए आप प्रयास करें।

मैडम्, इसके अतिरिक्त मैं और सुझाव नहीं देना चाहता। मैं सुन रहा था, अपनी बात समाप्त ही करने जा रहा हूं मेरे बायीं तरफ माननीय जगेश देसाई जी भाषण दे रहे थे और दाहिनी तरफ माननीय जेठमलानी जी। इन्होंने कहा कि विमान में शराब बंद हो जानी चाहिए और मंत्री जी को बधाई भी दी कि बंद करदी है। जेठमलानी जी ने कहा कि — नहीं, शराब पिलानी चाहिए क्योंकि उससे बौद्धिक क्षमता बढ़ती है और शान्ति मिलती है। तो मैं धर्म संकट में था कि इस विषय पर मैं अपना क्या विचार दूं। क्योंकि मैडम्, एक तो मैं विमान से बहुत कम यात्रा करता हूं, क्योंकि मैं ऐसे स्थान से आता हूं जहां विमान सेवा है ही नहीं या कम है। मैंने तो कभी जिंदगी में शराब को टच भी नहीं किया। लेकिन देश के जितने महापुरूष हुए हैं, महात्मा गांधी से लेकर जितने समाज सुधारक हुए हैं, सभी ने मद्यपान का विरोध किया है। हो सकता है कि इसको ग्रहण करने के बाद जेठमलानी जी की बुद्धि ज्यादा प्रखर हो जाती हो, इनका ज्ञानवर्द्धन हो जाता हो, इसमें मुझे कोई ऐतराज नहीं है। लेकिन इन्होंने कहा कि जो डेमेज्ड माइंड के लोग हैं, जो विकृत मस्तिक के हैं, उनको शराब असर कर जाती है। लेकिन मैडम्, जो घटनाएं हुई हैं जिनका इन्होंने भी समर्थन किया है, मैं जेठमलानी जी का बड़ा आदर करता हूं, यह विद्वान आदमी हैं, विधिवेत्ता हैं। लेकिन मैं इनसे कहना चाहता हूं कि शराब पीने के बाद विकृत मस्तिक वाले का नहीं, स्वस्थ मस्तिक वाले का भी दिमाग विकृत हो जाता है और ऐसी घटनाएं इस देश के अंदर हुई हैं, मैं नाम नहीं लेना चाहता। इसके पहले भी घटनाएं हुई हैं। जिम्मेदार लोगों ने विमान के अंदर शराब पीकर के क्या घटनाएं की हैं? अभी हरियाणा के एक मंत्री का विवाद चल ही रहा है, मैं नहीं जानता कि असलियत क्या है। लेकिन पूरे देश के सामने जो एक तस्वीर आई, वह राजनीतिज्ञों के बारे में अच्छी तस्वीर नहीं बनी। इसलिए जगेश देसाई जी ने जो कहा है, मैं इसका पूरा समर्थन करता हूं और माननीय गुलाम नबी आजाद जी को बधाई देता हूं कि अगर उन्होंने विमान सेवाओं में शराब बंद करदी है तो बे-बधाई के पात्र हैं। इन्हीं शब्दों के साथ मैं इस बिल का समर्थन करता हूं। मैडम्, आपके प्रति हृदय से आभार प्रकट करता हूं क्योंकि मैं बाहर से सीधे चला आया और आपने मुझे बोलने की अनुमति दे दी। इसलिए आपको बहुत-बहुत धन्यवाद।

उपसभाध्यक्ष (कुमारी सरोज खापर्डे): मैं तो इसलिए हमेशा आपको मौका देती रही हूं।

....**(व्यवधान)**

SHRI RAM JETHMALANI: Madam, I have only one advice to give to the hon. Member: like all the worst accused persons, even alcohol is entitled to a fair trial. This hon. Member never tried it.

SHRI JAGESH DESAI: Even in the Rajdhani Express, consuming of liquor should be banned. If any person is found to be consuming liquor, he should be detrained at the next station.

SHRI RAM JETHMALANI: Buddha used to drink alcohol. Every housewife used to brew her own liquor in the Buddhist time. I would like to know whether you have.. *(interruptions)*..

उपसभाध्यक्ष (कुमारी सरोज खापर्डे): यादव जी, दाहिने-बाएं जो लोग बैठे हैं, कहीं यह आपको इंस्पायर न कर दें?...**(व्यवधान)**

4.00 P.M.

श्री ईश दत्त यादव: इनकी विद्वता का और इनके कानून का तो थोड़ा असर पड़ सकता है लेकिन इसके अलावा इनमें जो कुछ है, उस का मेरे ऊपर कोई असर नहीं पड़ेगा।

उपसभाध्यक्ष (कुमारी सरोज खापर्डे): बहुत अच्छा। Shri S. S. Ahluwalia. He is not there

मेरे सामने जो लिस्ट रखी है, वह तो सभी सदस्य बोल चुके हैं।

Now, I would like to request the hon. Minister to reply.

SHRI GHULAM NABI AZAD: Madam, first of all, it is a very difficult subject to deal with because, basically, we are discussing or we are supposed to discuss the merger of two Authorities. This is related to one of the most

important services of the country. I might say that apart from the other things, aviation has been a source of national integration as far as our country is concerned. This is one service which has connected the South with the North, the North with the East and the East with the West within one day's time. So, I would not like to confine myself--as hon. Members have not also confined themselves - to the merger of the Airports Authorities and I would like to take up the issues which hon. Members have raised.

The present practice of having two Authorities, as I have mentioned in the beginning, leads to divided responsibility and avoidable problems of coordination. I would like to mention the basic purposes of our bringing in this Bill. I would like to list a few:

1. The operational control of the runway at international airports is with the National Airports Authority while the runway maintenance is with the International Airports Authority. This is one of the reasons why we have to bring the two authorities closer to each other.

2. The operation of runway lights at international airports is with the International Airports Authority. But the National Airports Authority is responsible for the Instrument Landing System.

3. The Air Traffic Control is managed by the National Airports Authority. But safety services are with the International Airports Authority. This came under a critical scrutiny by the Court of Inquiry on Accident to TU-154 aircraft at Palam.

4. In the event of birds on runway, the pilot informe the Air Traffic Control which is with the National Airports Authority. He alerts the International Airports Authority Airport Manager who, in turn, asks the Apron Controller to take action.

5. Under the proposed unified authority, the Air Traffic Control would instruct the Apron Controller direct which would be faster and more result-oriented.

6. Rectification of defects like restoration of electrical power supply, presently, takes a long time because of divided responsibility between the National Airports Authority and the International Airports Authority and this has an adverse impact on the ATC services. With the merger, the single authority will have the entire control.

Fire services at international airports are with the International Airports Authority but aircraft landing and take-off are managed by the ATC which is with the National Airports Authority. The divided responsibility has a very adverse impact on safety as well. These two came under critical scrutiny by the Court of Inquiry on the TU-154 aircraft crash at Delhi where a lot of time was lost in the vehicles reaching the scene of the accident. A single agency will be more effective in providing safety services. And the unified Authority would also be in a better position to activate low visibility procedures, thereby enhancing the air-safety. There can be many more illustrations to emphasise the need for avoidance of duality in the management of airports and aeronautical communication services.

The Parliamentary Standing Committee went into considerable details of the proposed merger of the International

Airports Authority and the National Airports Authority and was convinced of the need for unification of the two Authorities. The Committee rightly came to the conclusion that the merger of the International Airports Authority and the National Airports Authority will be in the overall public interest.

Now, I would like to make a mention of some of the points which have been raised by the hon. Members. Well. Mr. John Fernandes had made a mention about the problem which we are facing at the airport in Goa. I agree with the hon. Member that we had promised to shift the naval gate Airport in Goa to check the runway crossing. However, due to certain administrative problems. I had to request the kind indulgence of the Minister of State for Defence, and now, the National Airports Authority of India has paid Rs. 33 lakhs to shift the gate and it will take us another four months before we could divert the traffic.

Regarding tunnel, I would like to assure the hon. Members that we have taken up the case of building a tunnel under the taxi track runway but there have been problems from the security angle. We have requested the I.B. to reconsider the possibilities. I do sincerely believe that cleanliness of toilets is one of the points which is a matter of grave concern and I share the concern of the hon. Members.

(The Deputy Chairman in the Chair)

However, the problem is these airports were made when the traffic was much less. All these airports are not made today. A few of them are 15 years old, 20 years old, 30 years old and 35 years old but the traffic during those days was much less both at the domestic and at the international airports. There was no security problem. Till very recently, till the assassination of Mrs. Gandhi, we had no security problems as such. Even at the airports we had no security problems. We had to beef up the security not only at other places but also at the international and national airports. With the number of security personnel increased at the airports, they are making use of the same toilets which have been made over a period of time. So, with the increase in the traffic both at the domestic and at the international airports and also with the increase in the security personnel both at the international and at the national airports, the pressure on the toilets is much more, rather manifold. We have carried out a survey of the visitors. I would also like to mention that apart from the increase in the traffic and also the increase in the security personnel, we have also carried out a survey of the visitors at our airports. This is a matter of grave concern for us and, I think politicians are the ones who will have to take a lead in this matter, of being received and seen off. Compared to international standards, it is estimated that eight to ten times more people come to see off and receive people in our country than those in the rest of the world. and we do not confine it to ourselves just being received by half-a-dozen people or being seen off by half-a-dozen people but on too many occasions we have seen ourselves—I do not mind it about myself or about anybody amongst us—that whenever we go to airports, we feel very happy to be received by thousands of people, we feel overjoyed when we are being seen off by thousands of people. So, this also creates a lot of problems at our airports. So, keeping this

in mind, we have decided that.... in future the receiving business and the seeing-off business will be totally restricted, whether it is a domestic airport or whether it is an international airport. I don't mind passengers being received or being seen off by the peopole. But they will not be allowed inside the terminal building because it creates a lot of security hazards, apart from other problems such as cleanliness, etc. You will also appreciate that we have very recently passed a Bill, the Anti-Hijacking Bill, where we have said that in future we would not confine ourselves only to the problem of hijacking. Anyone who causes destruction of the airport, apart from the aircraft, will also be dealt with very severely and he will come under the ambit of the Anti-Hijacking Act. Such cases will be attracted by this Act.

THE DEPUTY CHAIRMAN: Mr. Minister, just now you have said that you would not allow many people—I appreciate that—to receive and see off passengers inside. Maybe, some people just go like that. Sometimes very elderly people are travelling. My suggestion is that you should have more loaders to help those people to pick up their bags and other things. So, it will help those who need help. It is just a suggestion.

SHRI GHULAM NABI AZAD: I totally agree with you, Madam. I have not said anything against that. But most of the airports are overcrowded. As far as the airports are concerned, whenever you go to any airport you will find—you may agree with me or you may not agree with me—at least 10 to 15 MPs in each aircraft, at least 2 or 3 Ministers in each aircraft, at least 2 or 3 leaders of different political parties in each aircraft, either from the ruling party or from the Opposition. Being a Minister, I say that we feel very flattered when we are being received or being seen off at the airports. But we don't realise the amount of pressure on the airport authorities, the amount of security lapse which it can cause and the amount of dirt and filth that the flowers and such other things create at the airports. As far as your suggestion is concerned, I welcome your suggestion, Madam.

MISS SAROJ KHAPARDE (Maharashtra): Now, he is deciding not to allow many people inside the terminal. It is okay. But I would like to know one thing. Many a time when we travel it so happens that the flights are delayed by two hours or so. Sometimes the flight comes here late in the night, at 12 o'clock. At that time, if there is nobody around us, it would be very difficult for us. Is it possible for you to issue at least one pass to a lady or a member of her staff so that she or he can go inside and receive the lady passenger or the elderly person late in the night?

SHRI GHULAM NABI AZAD: Well, it is very difficult to issue passes because at least 50% of the passengers everyday are ladies. Keeping in view the size....

MISS SAROJ KHAPARDE: I am talking about the lady Members of Parliament.

SHRI GHULAM NABI AZAD: You are talking about the lady members, aren't you?

MISS SAROJ KHAPARDE: I am talking about the lady Members of Parliament.

SHRI GHULAM NABI AZAD: I thought you were talking about women in

general. Then it will be very difficult. So, this is a suggestion for consideration.

As far as Mr. G. Swaminathan is concerned, he was worked up so much when he stood and spoke. I have noted with great concern the sentiments of the House, particularly Mr. Swaminathan's, with regard to the Director-General of Civil Aviation's circular about the use of Hindi on Tuesdays. All that I would like to assure the hon. Members is that the real matter is something totally different.

I have got the news item. According to this news item, the DGCA has issued a circular that on Tuesdays announcements should be only in Hindi. Madam, this is totally wrong. Let me go through the cirular which the Director-General of Civil Aviation has issued. Of course, it is in Hindi. I am reading the translated version. It says:

> "The news item in the *Times of India* regarding the use of Hindi by the private airlines. A news item appeared, in the *Times of India,* Delhi Edition on 11.8.1994— 'Sky's *the limit for language row'.*
>
> In the news item, it has been reported that the recent order from the Director-General of Civil Aviation to private airlines requires that on Tuesdays all communication to the DGCA should only be in Hindi. It is also stated in the news item that it has been decided that the air taxi operators will start using Hindi as an official language and Hindi should take precedence over English for inflight announcements. In this connection it may be pointed out that most of the contents of the aforesaid news item are factually not correct. The correct position is that on 24 June, 1994, the Committee of Parliament on Official Languages had called the Secretary, Civil Aviation, the Director, Civil Aviation and the Heads of airlines and the airport authorities for a personal interview regarding use of Hindi in their work. During the discussion regarding use of Hindi in the DGCA office, the Committee instructed that the private airlines should be encouraged to use Hindi in their work. As desired by the Committee a general circular was issued to all the air taxi operators."

What is that circular? It is again not what the newspaper has mentioned. The circular says:

> "It will be seen from the circular that nowhere it has been stated, as indicated in the news item, that all communications of private airlines to the DGCA on Tuesdays should only be in Hindi. There is also no mention in the circular that there is any decision that the air taxi operators will start using Hindi as an official language. The circular broadly indicates that during conversation by the staff Hindi language be generally used with those persons who do not speak in English."

I don't find anything wrong in it. If a person speaks in Hindi, the airline staff should also speak in Hindi. He has every right. He needs to be heard. If any passenger talks in Hindi, the airlines staff should also talk in Hindi.

The circular further says:

> "All announcements by the Cabin

Crew should first be in Hindi and then in English. As far as possible, the airlines should correspond in Hindi and the related material be supplied in Hindi and English. The Scheduled Operators should make their time-tables available both in Hindi and English."

So, there is not even one sentence where it has been mentioned that only Hindi should be used. It has mentioned both Hindi and English. Only at one place it has been mentioned that when a passenger is speaking in Hindi, the Cabin Crew should also respond in Hindi. I don't find anything wrong in it.

THE DEPUTY CHAIRMAN: The Minister is only speaking in English. We can insist that according to the circular he should speak in Hindi also.

SHRI GHULAM NABI AZAD: Mr. Swaminathan, are you satisfied? There is no mention of Tuesdays at all.

As far as the suggestion of the hon. Member that South Indian food should be served in the Indian Airlines flights is concerned due attention will be paid to his suggestion.

Rather, why are you talking of only in-flight services? I think as far as idli, vada and dosa are concerned, they have crossed all the barriers, regional and linguistic. Idlis, vadas and dosas have reached Kashmir and even Ladakh. I have also noted down the suggestion of the hon. Members regarding financial management of the merged authority for the Eighth Plan period towards the commitment of Rs. 15,066 crores. We are generating these funds through aeronautical and non-aeronautical sources; aeronautical sources including landing, parking, overflight and terminal navigation charges and the non-aeronautical revenues being the use of land resources, parking complexes, shopping plazas, duty free shops, etc. We are mobilising funds from these sources. In the Ninth Plan period, we will be trying to enhance the revenue generation through rationalisation of charges, better use of land resources, enhancing the facilities which include shopping plazas, duty free shops and so on. While you have said that we might not get anything from the Finance Minister,--luckily, the Finance Minister is here—this is true; rather, as far as the International Airports Authority is concerned, we pay some tax to the Finance Ministry instead of getting any back-up from the Ministry.

Regarding public and private participation, as the hon. Members have rightly suggested, we have considered this aspect at length. I find that most of our airports are not viable due to the density of traffic. A very few airports are viable and we have invested the requisite funds to sustain air operations. However, the new airports that are coming up at Bangalore, Cochin and Mangalore are going to be bid through public and private participation.

Regarding the other suggestion about the financial management of the merged authority, I would like to assure the hon. Members that it will be given due consideration at the appropriate time. It is no longer true that the National Airports Authority is making losses. Most of the hon. Members have said that we were merging the two Authorities just because one Authority is making profits and the other Authority is making losses. For their information, the National Airports Authority is no more making losses. I would like to mention here that is 1990-91, the revenue out of the National Airports Authority was Rs. 119 crores; in 1991-92, it was Rs. 164 crores;

in 1993, it was Rs. 190 crores and in 1993-94, it was Rs. 260 crores; that is, now about a provisional profit of Rs. 53 crores.

As regards the point raised by Shri Hariprasad, the hon. Member is aware that the Bangalore Airport belongs to the HAL which is under the Ministry of Defence. I fully appreciate the concern of the hon. Member in respect of the present status of the Bangalore Airport. I would like to assure the hon. Member that the Bangalore terminal building is being remodelled and expanded to meet the requirements of the air traffic at a cost of Rs. 1,21,00,000. The work has already begun and it is expected to be completed by April, 1995. There will be an increase in capacity by 30 per cent. In addition to this, about a week back, we laid the foundation-stone for an apron. Also, we are going to construct another international terminal building at a cost of about Rs. 14 crores and this terminal building will be ready within a period of two years. This will take care of the capacity and the traffic for another decade.

Meanwhile, we have given a 'No Objection Certificate' to the State Government to construct another airport near Bangalore of international standards which will take care of the traffic 10 years hence. As far as the existing airport at Mysore is concerned, the instrument landing system is being installed. We are also giving a 'No Objection Certificate' to the State Government for construction of another airport with public participation. As far as Belgaum is concerned, the re-carpeting of the airport has already taken place. As far as the Hubli airport is concerned—Prof. Sanadi has mentioned about the Hubli airport—I would like to say that the Hubli airport is being provided with the required navigational aids so that the private airlines do not find fault with the airports. As far as refuelling is concerned, I shall have to take up the matter with the Ministry of Petroleum.

Mr. Vayalar Ravi has mentioned about the instrument landing system at Calicut.

THE DEPUTY CHAIRMAN: The Member has spoken and taken off. Now landing is no problem.

SHRI GHULAM NABI AZAD: As far as modernisation of Bombay and Delhi airports is concerned, we are spending Rs. 352 crores. Shri Jagmohanji has given very good suggestions. I agree with most of his suggestions. He was a very tough official. But I don't agree with only one of his suggestions—my very close friend, Shri Desai, has also said about this—and that is about autonomy. I will be the happiest person to give as much autonomy as possible to the public undertakings. On the one hand, Desaiji wants that more autonomy should be given to the public enterprises and on the other hand he tells me about some happening at Calcutta and Bombay airports. Another hon. Member has said something about Bangalore and Srinagar airports. If we want more autonomy, then I cannot say that these things are right. On the one hand, we think that things should be set right by the Ministry and by the Minister and we want the Minister's intervention day in and day out and, on the other hand, we want more autonomy. I don't think that these two things can go together. Either there has to be autonomy in which case we have to keep quiet and let things go on irrespective of the fact whether they go in the right direction or in the wrong direction or there has to be intervention by the Ministry. I think as long as things do not improve, there has to be a mix-up of both intervention and accountability and to a great extent, there has also to be some freedom.

Shri Jagmohanji has also rightly said that this merger should not come in the way of the development of international airports. I have already said that there is a mistaken impression that the National Airports Authority is totally sick. I want to say that it is no more sick. For the last

two years, it has been making very good profits. During the last two years, the revenue has increased by more than Rs. 100 crores.

SHRI G. SWAMINATHAN (Tamil Nadu): Has it wiped off its old losses?

SHRI GHULAM NABI AZAD: I will come to this question when I answer Shri Jagesh Desai. As far as the National Airports Authority is concerned, it is doing well now. Let me assure that the merger will help both the International Airports Authority and the National Airports Authority.

Now, from what Jagesh Desaiji has said, I feel he has by and large supported this Bill. The point which he wanted to make and about which he was very much concerned was the revision of tariff. He was under the impression that we have not revised the tariff. He felt that we have been spending the money and we have not revised the tariff. He will be happy to know that we have revised the tariff. So far as the aeronautical revenues are concerned, from 1st February, 1994, there has been an increase of 47% as far as the National Airports Authority is concerned, and an increase of 12-1/2% as far as the International Airports Authority is concerned. So, the annual income of the National Airports Authority, so far as the navigation charges and other charges are concerned, and before the increase from 1st February 1994, was Rs. 140 crores.

In respect of the International Airports Authority it was Rs. 180 crores. After the increase, the revenue of the National Airports Authority will go up from Rs. 144 crores to Rs. 215 crores, which is almost double. The revenue of the International Airports Authority will go up from Rs. 180 crores to Rs. 200 crores.

SHRI JAGESH DESAI: It is better late than never.

SHRI GHULAM NABI AZAD: So, the revenue will now be Rs. 215 crores as far as the National Airports Authority is concerned. And, it will be Rs. 200 crores as far as the International Airports Authority is concerned.

Well, you talked about safety. We are taking care of the safety aspect. Safety is of paramount importance as far as the Ministry of Civil Aviation is concerned. From the 20th of this month, that is, the birthday of the late Rajiv Gandhi, who was an aviator himself and who was also the first Prime Minister of India who was a pilot, we are observing a Safety Fortnight all over the country. We will have seminars and symposia on safety. Apart from that, all the pending cases with the DGCA with regard to safety will be cleared within these 14 days.

SHRI JAGESH DESAI: The case which was narrated in the House.... *(Interruptions)* ....

SHRI GHULAM NABI AZAD: You had mentioned about one private airline. As far as I have been told, he was within the rules to take that flight because if there is something wrong with the engine, the meter will show some fluctuations. As long as that meter doesn't show the fluctuations, it need not ground; it can go ahead. So, that has already been taken care of.

Mr. Parmar has mentioned about Ahmedabad Airport, Surat Airport and the Bhuj Airport. As far as Surat is concerned, we do not have any problems. We are trying to find a private airline to operate. As far as Bhuj Airport is concerned, we have already earmarked about four or five crores of rupees for the Terminal Building. Off-hand, I cannot say anything more. But we have some problem. As you know, this is a Defence Airport. We are taking it up with the Ministry of Defence as far as the land is concerned. As and when land is cleared, we will spend this money. As far as Ahmedabad Airport is concerned, it is, of course, of an international standard. The Terminal Building is still under-utilised. But, I think the hon. Member will appreciate that ever since I took charge of this Ministry, I started one

service from Ahmedabad-Delhi—Gulf and Gulf-Ahmedabad-Delhi by the Indian Airlines. We are also providing an Air India flight from Ahmedabad-Bombay-South Africa and *vice-versa*.

As far as Jethmalaniji is concerned, I welcome him in this House. Thank you very much, Jethmalaniji. This was very surprising, a very welcome surprise.

THE DEPUTY CHAIRMAN: Rare appearance.

SHRI GHULAM NABI AZAD: Rare appearance and a welcome appearance which has been welcomed by the Treasury Benches. I think you should have done-it-much earlier, Jethmalaniji, but, I am sure, you will stay back with us for the rest of the session to give a bit of your wisdom as far as the various Bills are concerned.

I am happy that you have made a mention about the SC/ST and women. The Bill has already been passed by the Lok Sabha but, going through our track record of reconstituting the boards, I think you will appreciate that about 4-5 months back I had reconstituted the Air India and Indian Airlines Board and you will find that we have given representation to both women and the Scheduled Castes. Let me assure you that as soon as this Board is constituted you will find both women and the Scheduled Castes there and, of course, the backward classes.

So, that takes care of your important suggestion—I say important suggestion. Well, the unimportant suggestion is with regard to alcohol being served on the flight. Initially, as long as you had not spoken, the position was 50-50, but after my friend Shri Ish Dutt spoke, now you are in total minority.

The majority is not only because of the Ruling Party but also because of an Opposition Member. The Opposition Member is Ish Duttji. Well, let me tell you the reason because not only the hon. Member has made a mention but also some of the media persons have also made a mention that we have done this just to save the Indian Airlines. We have not done this to save the Indian Airlines. There was also a mention that if alcohol is not being served in the domestic airlines why it is being served in the international airlines. The reason is in the beginning, we did not come in the way of private airlines—for that matter even in Indian Airlines. Of course, the Indian Airlines were not serving but people were free to drink on occasions whenever they used to feel like that. But, on two or three occasions—I would again not like to make a mention as to which airline did it in the best interest of that airline and as Civil Aviation Minister also I should not make mention of a particular airline—we have seen that on a number of occasions not only the habitual drinkers but "मुफ्त की शराब तो काजी को भी हलाल" यह बहुत पुरानी कहावत है। Even the new people started drinking. मुफ्त में मिल रही है तो पी जाओ और जो मुफ्त में पीनेवाले थे they were creating more problems. We had no problem with our esteemed friends who were well-versed with this. But the new ones were creating problems. The new ones would not bother about food. They would jump on this alcohol only and they would tell the air-hostess "O.K. we would not like to eat food. At the moment, we would like to drink only." And what would happen. Just 15 minutes before landing they would ask for food. The moment food is served the plane will start landing and these people will not even finish their food, with the result, on a number of occasions, it was seen that food trays were on while landing which is a safety hazard because you cannot keep your tray unfolded while you land. Should the pilot apply the brake he will break all his ribs because of the tray which is in front of him. So, this was taken as a safety hazard because of the people who were new to this. I am again saying, the problem was not because of mature people like the hon. Members but because of the ones who were totally new in this field.

So, it was very difficult for them because in a short-haul flight, in one hour flight or in one hour and a half flight, they would consume rather 80 per cent of the time in drinking and it was very difficult for the air hostess or the in-flight service to keep pace in serving the food and unfolding the trays and all that. So, in the best interest of the Airlines and in the best interest of safety and security of the passengers, we have taken this decision.

As far as Hubli is concerned, I have already made a mention that we will see that the Hubli services are taken care of.

ईश दत्त यादव जी, आपने बताया कि कानपुर, गोरखपुर और लखनऊ के लिए, अभी आजकल के जमाने में पहले वक्त में जब फ्लाईटें एक जगह से दूसरी जगह नहीं जाती थीं तो लोग कहते थे कि फ्लाईट क्यों नहीं जाती, लेकिन आज के वक्त में अगर कहीं फ्लाईट किसी बड़े शहर से दूसरे बड़े शहर में नहीं जाती है तो उसका मतलब है कि शहर में कुछ प्राब्लम है। शहर का मतलब शहर के लोगों में नहीं, शहर में ट्रैफिक में कुछ प्राब्लम है, क्योंकि एअर सर्विस या कोई भी सर्विस यह डिमांड और सप्लायी की बात है, आज मेरे न चाहते हुए भी या इंडियन एअरलाइंस के न चाहते हुए भी दर्जनों फ्लाइटें दिल्ली से बम्बई, दिल्ली से हैदराबाद, दिल्ली से मद्रास जाती हैं। यदि अगर लखनऊ में ट्रेफिक होता तो प्राइवेट एअरलाईन्स वालों ने आज तक दर्जनों दफा या एक दफा या दो फ्लाईटें लखनऊ से हैदराबाद, लखनऊ से बंगलौर या कोचीन या केरल या कहीं भी ली होतीं। यह डिमांड और सप्लाई की बात है, लेकिन इंडियन एअरलाईन्स की तरफ से मैं आपको यकीन दिलाता हूं कि हम कोशिश करेंगे कि अगर मांग होगी और ट्रैफिक होगा तो जरूर जहाज दिया जाएगा, लेकिन ट्रैफिक के बगैर जहाज देना असंभव होगा, मुश्किल होगा। .... **(व्यवधान)**

श्री ईश दत्त यादव: समय तो ठीक कर सकते हैं। .... **(व्यवधान)**

डा० जगन्नाथ मिश्र (बिहार): पटना वालों के लिए जो सुझाव हम रखे हैं .... **(व्यवधान)** रांची और पटना के लिए एअर मैप में पटना को भी जगह दीजिए।

श्री गुलाम नबी आजाद: मैं उसी पर आ रहा हूं। .... **(व्यवधान)**

श्री ईश दत्त यादव: लखनऊ से दक्षिण भारत में एक प्रयोग करिए, वह सफल हो जाएगा?

श्री गुलाम नबी आजाद: जहां तक पटना का सवाल है वह भी वही आता है ट्रैफिक एंड डिमांड मैं अर्ज करूंगा कि जैसे मैंने अर्ज किया कि इंडियन एअरलाईन्स वाले लाख चाहते हैं कि प्राइवेट एअरलाईन्स वाले कम जाएं, बम्बई कम जाएं, कोचीन कम जाएं, मद्रास कम जाए, हैदराबाद, लेकिन वह फिर जाते हैं क्योंकि उनको ट्रैफिक है। यदि अगर प्राइवेट एअरलाईन्स को दिल्ली और पटना के बीच में ट्रैफिक मिलता, आज 17 एअरलाईन्स चलती हैं, तो उनको मुझसे पूछकर या डाइरेक्टर जनरल एविएशन से पूछकर कोई भी इजाजत नहीं, आज तो फ्री फॉर आल जब तक शैड्यूल एअरलाइन नहीं बनाती हैं, उस वक्त शैड्यूल बनेंगी फिर कहां जायेंगे, कहां नहीं जायेंगे, लेकिन अभी जब तक शैड्यूल नहीं बनती है तब तो इन 17 एअरलाईन्स को पूरी इजाजत है कि जहां भी उनको ट्रैफिक मिले, वे जाएं। आज कहां-कहां कोनों में जा रही हैं। अगर वह पटना नहीं जाती है तो उसका मतलब है कि ट्रैफिक नहीं है।

डा० जगन्नाथ मिश्र: हम यह चाहते हैं रांची और पटना प्रति दिन फ्लाईट थी दस साल से, पन्द्रह साल से, अभी माननीय मंत्री जी ने किफायत कर दी, पटना से रांची प्रत्येक दिन नहीं जा सकते हैं और फिर पटना से रांची से दिल्ली हम सीधे नहीं जा सकते हैं। तो जो सुविधा हमको 15-20 साल से मिली हुई थी उसको आपने रांची और पटना तक क्यों छीन लिया? उसको सीधा पटना जाने दीजिए .... **(व्यवधान)** पहले पटना, रांची, कलकत्ता था उसको आपने बंद कर दिया है। इससे आपने पटना वालों को बहुत असुविधा कर दी है।

उपसभापति: मंत्री जी ने कहा कि जहां मधु होता है वहां मक्खी आती है। तो उस जमाने में मधु होता था तभी तो फ्लाईट जा रही थी। .... **(व्यवधान)**

डा० जगन्नाथ मिश्र: हम जहाज नहीं मांग रहे हैं, जो जहाज है उसको असुविधाजनक टाईम क्यों दे दिया गया? .... **(व्यवधान)**

श्री गुलाम नबी आजाद: टाईम की बात तो ठीक है, लेकिन अगर ट्रैफिक नहीं होगा .... **(व्यवधान)**

डा० जगन्नाथ मिश्र: नया नहीं दीजिए, लेकिन सीधा पटना-दिल्ली तक तो कीजिए? .... **(व्यवधान)**

I want to be very clear in this House that the days are gone when we used to

provide air services and that is why the airlines have reached this shape. We had to wind up Vayudoot. We had to close down Vayudoot after it incurred a loss of Rs. 200 crores. We had a loss of hundreds of crores as far as the Indian Airlines is concerned. Now, each of us—I am not casting any aspersions on anybody— wants air service for ourselves. After the liberalisation policy, it is very difficult for Indian Airlines to be in the market. We have to keep in mind commercial considerations. I cannot go to every place. There has to be traffic. Air service is a very cost-effective thing. I can break-even if I have a load factor of 60 per cent. But there are places where the load factor is 40 per cent. If I do not break-even, how can I operate? How can I ask the Indian Airlines to operate an air service if they are not able to meet even the operational cost? Therefore, I would request the hon. Members (*Interruptions*) Let them provide me traffic and I will provide any number of aircraft by Indian Airlines as well as the private airlines. As long as I do not get traffic....

श्री जगन्नाथ मिश्रः समय तो ठीक कर दीजिए।

श्री गुलाम नबी आजादः समय, समय यस। .... **(व्यवधान)** ....

DR. B.B. DUTTA: Madam, I would like to give an example. *(Interruptions)*

THE DEPUTY CHAIRMAN: If the hon. Members keep on asking for flights to land everywhere, the Business of the House is going to land in trouble. Let him first finish. *(Interruptions)*

SHRI G. SWAMINATHAN: Madam, I would like to seek a small clarification from the hon. Minister. *(Interruptions)*

THE DEPUTY CHAIRMAN: Dr. Dutta, please do not interrupt the hon. Minister.

SHRI GHULAM NABI AZAD: Madam, I have nothing more to say. I would request the House to take the Bill into consideration.

SHRI G. SWAMINATHAN: I have just a small clarification to seek. It is a matter of very great importance to the passengers. As a result of the liberalisation of the economy, airlines operation has become commercial. Therefore, they have to fight for their survival. The point is, the D.G.C.A. has recently issued a circular which is agitating the minds of the consumers. According to this circular, which has been issued by the D.G.C.A., to all the private airlines, they should charge only the I.A.T.A. fares. They have been told that unless they charge the higher fares, they should not upgrade the facilities to the consumers. Madam, the consumers have been getting a good benefit during the last two-three months. Till a few days ago, even for going to New York, tickets were available for Rs. 34,000/- — Rs. 36,000/- by Lufthansa and British Airways. Now, you are telling them that they should pay Rs. 54,000/-. You say that the airlines cannot lower their fares. What is happening is that the consumers are not getting the benefit of competition. Our hon. Finance Minister has gone in for liberalisation. The objective is that the consumers should be benefited. But this circular is going against this principle of liberalisation and is attacking the very economics of competition. I do not know why this kind of a circular has been issued. People have gone to court. The only point is this. You can fix a maximum rate, something like a maximum price for a medicine. As a consumer, I can go to any medical shop. There is no necessity that a chemist should sell medicine at, only Rs. 15/- being the maximum price. If somebody sells it at Rs. 11/- or at Rs. 13/-, it all the more beneficial to the consumer. Why are you preventing this sort of competition between the different airlines by saying that they should not lower their fares? Why are you preventing them by issuing this kind of a circular?

SHRI GHULAM NABI AZAD: I have understood your point. If they so desire, they have to file with the D.G.C.A. They cannot file one thing

with the D.G.C.A. and charge something else. What they are doing is that they are filing with the D.G.C.A. that they would charge a particular fare, but they are selling the ticket at a different price. What the D.G.C.A. is saying is that if an airline wants to charge a particular amount, they should file with the D.G.C.A. that they are charging that particular amount. This is the ony thing.

THE DEPUTY CHAIRMAN: Now, the question is:

> "That the Bill to provide for the constitution of the Airports Authority of India and for the transfer and vesting of the undertakings of the International Airports Authority of India and the National Airports Authority to and in the Airports Authority of India as constituted for the better administration and cohesive management of airports and civil enclaves whereat air transport services are operated or are intended to be operated and of all aeronautical communication stations and for matters connected therewith or incidental thereto, as passed by the Lok Sabha, be taken into consideration."

The motion was adopted.

THE DEPUTY CHAIRMAN: We shall now take up clause-by-clause consideration of the Bill.

Clauses 2 to 46 were added to the Bill. Clause 1, the Enacting Formula and the Title were added to the Bill.

SHRI GHULAM NABI AZAD: Madam, I move:

"That the Bill be passed."

The question was put and the motion was adopted.

THE NEYVELI LIGNITE CORPORATION LIMITED (ACQUISITION AND TRANSFER OF POWER TRANSMISSION SYSTEM) Bill, 1994

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRI P.V. RANGAYYA NAIDU): Madam, I beg to move:

> "That the Bill to provide in the public interest for the acquisition and transfer of the power transmission system of the Neyveli Lignite Corporation Limited and the right, title and interest of the company in the power transmission system to the Power Grid Corporation of India Limited, with a view to developing the National Power Grid to ensure transmission of Power, within and across the different regions of India, on a more scientific, efficient and economic basis and for matters connected therewith or incidental thereto, as passed by the Lok Sabha, be taken into consideration."

The question was put and the motion was adopted.

THE DEPUTY CHAIRMAN: We shall now take up clause-by-clause consideration of the Bill.

Clauses 2 to 16 were added to the Bill. Clause 1, the Enacting Formula and the Title were added to the Bill.

SHRI P.V. RANGAYYA NAIDU: Madam, I beg to move:

"That the Bill be passed."

The question was put and the motion was adopted

THE JAMMU AND KASHMIR APPROPRIATION (NO. 2) BILL, 1994

THE DEPUTY CHAIRMAN: Now we have the Jammu and Kashmir Appropriation Bill. The other day we had a full discussion on Kashmir, and in the morning also some Members have made their mentions. I don't know if anybody wants to speak.

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI M.V.